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A FIRE TUG NEEDED.

The fact that the Toledo fire engine was placed on a scow and made to play on the great fire Sunday night demonstrated the necessity of a fire tug for this city, and it should be the first consideration of the city council to provide one for the protection of property along the river front. Our reliance on the river for water in case of fire is a dangerous one for the reason that the land engines cannot secure and hold available positions from which to do effective work. How much more available would be a fire tug, such as is employed in Chicago to assist in quenching fires in the neighborhood of the river.

A tug for this purpose should be built of non-combustible material, and should have plenty of room below decks for the accommodation of the crew, who should be ready for duty at all hours, and with her pumps below decks she could take her place in close proximity to a fire and hold it until the last spark was extinguished. If she had the necessary speed she could be relied upon to get to a fire quite as soon as one of the horse steamers, always having steam up, the expense of which would be a trifling consideration. In construction she should be possessed of lines that would enable her to turn rapidly; she should be provided with a sharp iron bow, which would not only be useful in this respect, but would enable her to keep the river open in winter, protect the bridges and prevent the great annual spring losses to property owners from floods which are sure to occur at that period. In estimating the cost of such a tug the council will find that it will not reach the sum necessary to buy real estate, build an expensive engine house, procure engines, horses, apparatus, feed, etc., and would not require any more men for effective work, and in the occasion of a fire along the river would be ten-fold more serviceable than would be a land engine, as she would be able to turn a whole broadside of water on the fire, and if required, pull down, with her grappling irons, an entire building. It would be well if the city authorities would consider this question and take immediate action toward providing Cleveland with a fire tug of this description.—*Cleveland Herald*.

No need of this great city is more imperative than that of a fire tug; an iron fire tug that could be placed in a position for effective work at a moment's notice, and thus be able at all times to fight the destructive flames that are ever liable to sweep along our river front. After the great fire in Chicago, which is still fresh in the minds of Cleveland as well as Chicago citizens, provisions were made which placed on the river in that city two or more tugs of this description, which have shown themselves invaluable on many occasions, and if this city had been provided with a fire tug under good management at the time of the great fire of Sunday night there is no doubt but that much valuable property could have been saved from destruction. The city authorities cannot do better than to adopt a measure of this sort for the protection of property, and in so doing a non-combustible tug should be the first consideration. Such a tug should contain sufficient room below decks for the accommodation of the firemen, who should always be on hand and ready for duty; she should also be provided with pumps below decks so that they could be operated in close proximity to the fire, at the same time protecting the men who operated them. She should be possessed of the necessary speed to get to a fire in time to render immediate service, and if occasion required, to remove property from docks when exposed to the danger of being consumed. She should be built on lines that would enable her to turn easily. To this end her forefoot should be well rounded up, and she should be given a sharp bow, which would enable her to be of service in keeping the river open in the winter, thereby saving to the city the expense annually incurred in the spring of chartering a tug to protect bridges and prevent damages to property owners by the annual floods and the running out of the ice. The cost of such a tug would probably not equal the cost of real estate on which to build an engine house together with the building, to say nothing of the an-

nual cost of engines, horses, necessary apparatus, feed, etc. Such a tug would not require more men for effective handling than any one of our steam engines and would be tenfold more serviceable in the occasion of a fire on the river and flats than the land engines, as she would be able to turn a whole broadside of water on the fire from her pumps, not only that, but provided with grappling irons, she could be made a complete hook and ladder company, as she could pull any burning house or lumber pile into the river if necessary. We can but urge upon the authorities to consider this question and give the business interests along the river the protection which a tug of this kind would certainly afford, as soon as possible.—*Cleveland Leader*.

We heartily indorse the above extracts and take the liberty of urging upon the city fathers of Cleveland the immediate adoption of the measures advocated therein. It is well known that all cities of importance are possessed of this auxiliary water aid to the land fire steamers and as the great dailies say, the requirement of Cleveland for like protection was very imperative on the occasion of the great fire on the flats, whereby thousands of dollars worth of property was destroyed beyond any chance of recovery. The peculiar course of the Cuyahoga river on the way to the lake would render an iron tug, such as has been outlined in the above extracts, available in case of fire in the river region for many miles, and not only this, but she could be made self-sustaining at all times, as she could engage in legitimate business on the river, under the direction of a competent harbor master. In regard to the annual cost of the proposed fire tug, the owners of the lumber yards, dock owners, mill owners, and others owning property along the river, would eagerly take upon themselves the burden of the support of this enterprise, after first cost had been borne by the city, thereby securing to the city at nominal expense, the aid of this valuable addition to her fire department. While lying at her dock our fire tug could be connected with the fire alarm system the same as the engine houses are, and could respond to an alarm of fire with quite as much alacrity as can the land engines. Everything considered, we think the city of Cleveland could not enter into any improvement that would be more popular, that would give more satisfaction to the great majority of our citizens, or a matter that would prove more valuable to the good of the whole city than that of placing upon Cuyahoga river a fire tug of capacity sufficient to force her way through ice and put out a fire, however alarming and dangerous in extent, on the banks of the river.

NOTICE TO MARINERS.

Notice is hereby given that on and after September 25, 1884, a fixed red light of the fourth order will be shown from the lighthouse recently erected at Harbor Point, Little Traverse Bay, Michigan. The apparatus lights the entire horizon, and the focal plane is forty-one feet above the lake. The light should be seen, in clear weather, from the deck of a vessel ten feet above the lake, twelve and a half statute miles. The structure is a square red brick tower, with red brick dwelling attached; the lantern is painted white. The approximate position of the lighthouse, as taken from the lake survey charts, is as follows: Latitude, 45° 25' 07" north; longitude, 84° 58' 05" west. Magnetic bearings and distances from prominent objects are as follows: Beaver Island lighthouse, W. N. W., thirty-one statute miles; South Fox lighthouse, W. three-eighths S., forty-two statute miles; Grand Traverse lighthouse, SW. by W., three-fourths W., thirty-one statute miles.

AROUND THE LAKES.

CLEVELAND.

The iron tug Dexter, of Ashtabula, arrived at this port on Monday and went on to Smith's drydock to have her bottom cleaned and repaired.

The schooner Daniel E. Bailey came into port with a portion of her maintopmast gone. It was carried away while coming up Lake Michigan recently.

Some Toledo parties wrote to Local Inspector Fitzpatrick this week to ascertain the best time made by the side wheel steamer Western Metropolis, which we record as follows: Time from Buffalo to Toledo 13¾ hours; time from Buffalo to Cleveland, nine hours and five minutes. The Western Metropolis has 348 feet long and had a powerful beam engine. Mr. T. Fitzpatrick was chief engineer.

The iron tug Record, launched some time ago at the Globe Iron Shipyard, and fully described by us at the time, is having her boiler and machinery put in, and it is thought she will be ready to have steam up early next week. A movement is on foot to put her in the towing business between Bay City and Buffalo or Tonawanda. In the meantime we think it would be wisdom on the part of the officials of Cleveland to secure this magnificent tug for the city fire department and for breaking ice in the river, as she is especially adapted to that purpose, being built entirely of iron, even to the decks and pilot house. As an ice breaker she could not have been better adapted, as her well rounded up bows would cause her to run up on the ice and break it through by her own weight. Not only this, it is acknowledged by all that the iron vessels turned out by this Cleveland firm are equal if not superior to any built in the country, and as a home enterprise should receive the business that the city will be compelled to place at an early day.

The yacht Cora, recently purchased by Mr. Rhodes in Chicago, is lying inside the breakwater, this city, under charge of Captain Geo. Disbrow. The Cora was built in New Haven, Conn. in 1873 at a cost of \$16,000, for Mr. Barker of Detroit, who was drowned several years since. In 1879 she participated in a regatta at Cleveland and was capsized when near the crib. She has not been here since then, but her name is a familiar one among local yachtsmen. She is sixty feet in length over all; eighteen feet beam, and about ten feet deep in the hold. She carries a single spar sixty feet in height, with a thirty-foot topmast. Her boom is fifty-six feet in length and gaff thirty-two feet. One particularly noticeable feature is the enormous spread of canvas she can carry when in racing trim. The cabin is commodious and will accommodate twelve persons. It is handsomely trimmed with a solid black walnut and tastefully fitted out. On each side are two bunks and lockers that can be used as such. Forward are two staterooms six by eight feet, with double berths and toilet facilities. Farther forward is a small fore-cabin for a crew of three men. The entire boat is fitted out in the most luxurious manner, with every convenience for an extended cruise. Captain George Disbrow, her master has sailed her for four years, and will remain with her at Mr. Rhodes' request. He is a crack sailor, has sailed and won many a race on Lake Michigan and elsewhere.

A new fog bell is to be placed at Point Iroquois.

The schooner Fanny Tuthill took on a new wheel Tuesday.

The schooner Rising Star was sold at United States Marshal's sale at Green Bay on Saturday.

The custom house on the river was closed on Tuesday, the funeral of Secretary Folger having taken place on that day.

The fact that we have been deprived of our usual drydock report by the vacancy of the dock all week, must be encouraging to vessel owners and masters.

It is said that Captain James Davidson of Bay City, will at once commence building another mammoth barge, to be the consort of the monster steambarge Australasia.

Captains George McKay, John Moore and Guyles have been appointed to confer with the United States engineers this afternoon at 3 o'clock, in regard to breakwater improvement.

Colonels Wilson and McFarland, United States engineers, will make no report on the breakwater question until they return to Washington. They will take all suggestions that may be offered and submit them to the War Department.

Mr. Craig, the well-known shipbuilder at Trenton, is building a marine railway at that place. Vessels 200 feet long can be hauled out on the railway, and it is the intention of the constructor to make it the most complete affair on the lakes.

A sailor named Benjamin Ellis was assaulted last evening by foot-pads, who were bent on robbery. One of them struck Ellis a severe blow on the head, which rendered him insensible. He recovered, however, and received medical aid at the hands of Dr. Chance and was taken to the marine hospital.

The Vessel Owners' Association met at 17 o'clock this forenoon at the Board of Trade rooms to consider the breakwater matter, and it is probable they will appoint a committee to meet the engineers in the afternoon. A petition will be presented and largely signed, asking the government to make the necessary improvements in the approach to St. Mary's canal, noted in the RECORD last week.

Now that the vessel owners and others have an opportunity to be heard, they should oppose strenuously any attempt to extend docks and slips over five hundred feet into the breakwater. We grant that dockroom to the extent of five hundred feet deep along the shore line would improve the present basin, but the loss of one thousand feet would render it much less valuable as a harbor of refuge than it now is.

The recent great fire at this port, wherein millions of feet of lumber shingles, and lath were consumed, is having its effect on lumber freights and many of the barges that heretofore waited for an up cargo of coal will now return light in order to transport as much lumber as possible to restock the Cleveland market. Lumber freights are quoted as follows: East Saginaw to Buffalo, \$1.75; East Saginaw to Ohio, \$1.50; Bay City to Buffalo, \$1.50; Bay City to Ohio, \$1.25.

KINGSTON.

Forwarders here are laying up many of their barges, the prospects being so bad. It is said that at the present time not a bushel of grain is on route from the West for this port.

MARINE LAW.
DEMURRAGE.

U. S. Circuit Court, South. Dist. New York.
Andreas Tellman against Otto Plock, et al.
Wallace, J.

This is a libel by the master of the Norwegian bark Annie against the respondents as consignees of part of the cargo for demurrage for three days' detention in discharging cargo. The cargo was carried under a charter party with one Wisman, and was consigned to several consignees, and consisted of empty petroleum barrels, iron rails and pig iron, the barrels being stowed on top. The respondents were the consignees of the iron rails only, and these were shipped under a bill of lading which, after providing for the terms of freight, specified that the cargo should be discharged at the same place as the other cargo, to commence immediately after the arrival of the ship, without delay, and "all other conditions as per charter party with Mr. Wisman." The charter provided for loading and discharging the vessel with customary quick dispatch, the cargo to be received and delivered alongside the vessel within reach of her tackles, at consignee's risk and expense, lighterage, if any, to be borne by the cargo, and for demurrage at the rate of £9 per day for each day's detention by default of charterer.

The bark arrived at the port of New York August 30, 1880, and proceeded to the Atlantic dock to discharge the barrels. The respondents were duly notified by the agent of the vessel owners, and asked to attend to the discharge of the rails as soon as the barrels should be discharged, and they promised to send a lighter to receive the rails if they could obtain a custom house permit. On September 3d, the captain of the lighter-man to whom respondents had given a delivery order, left the order with the mate of the bark, promised to send a lighter as soon as she was ready to discharge the rails, and was informed by the mate that she would be ready the next morning between 9 and 10 o'clock. At that time she was not alongside the wharf, but was discharging the barrels while lying aside of another vessel. On Saturday, September 4th, the captain of the lighter called and got the order back again, took it away, and returned in the afternoon and stated that he could not get permission to discharge the iron from the custom house authorities unless they were allowed to weigh it on the deck of the vessel. It was not customary to permit a discharge of iron upon a lighter unless the iron was first weighed on the deck of the ship. The mate referred him to the agent of the vessel, who was not on board, but the captain of the lighter refused to look up the agent. The vessel did not obtain a berth alongside the wharf until Saturday afternoon. The owners of the dock would not allow iron to be landed on their dock even for the purpose of weighing. Nothing more was done in behalf of the respondents, but on Tuesday, but pursuant to an understanding that they would receive the rails at Merchants Stores, the bark proceeded there, where, on Wednesday, the rails were put upon the wharf, weighed, and taken away by the lighter.

If the libellant is entitled to recover any demurrage it must be upon the theory that the respondents were under obligation either to receive the rails upon the lighter under the circumstances of the case, or to select a suitable wharf for the purpose. Neither of these propositions can be maintained. By the terms of the bill of lading the respondents became parties to all the conditions of the charter party except such as were supplanted or modified by the special conditions of the bill of lading. *Davis vs. Wallace*, 3 Cliff, 130; *Smith vs. Sieveking* 4 E. & B. 945; *Wegenar vs. Smith* 24 L. J. C. P. 25. But they were under no obligation to accept a delivery of their part of the cargo upon a lighter upon the absence of proof of any usage of the port authorizing such a delivery by the carrier. The conditions of the charter party providing for the delivering the cargo alongside the vessel at the consignee's risk and expense, and for the payment of the lighterage, were undoubtedly intended for the protection of the carrier and to relieve him from responsibility or expense in protecting or warehousing the cargo in case the consignees should neglect to receive it after proper notice. Other than this they impose no exceptional liability upon the respondents. The charter party and

the bill of lading together import an obligation on the part of the consignees to accept their part of the cargo at any suitable place of delivery without delay as soon as the condition of the ship in reference to the rest of the cargo would permit their part to be delivered. They were not obliged to take the rails until they could be delivered by the ship, and then they were bound to take them without delay.

The place of delivery seems to have been selected by the master or by the ship's agent. It was not a suitable place, because the owners of the Atlantic docks did not permit rails to be landed on their dock, and would not allow these rails to be landed there. The respondents, as owners of a part only of the cargo, had no right to control the selection of the place of delivery. They had stipulated to receive their rails at the place where the rest of the cargo should be delivered. The charterer did not assume to select the place of delivery, nor did the other consignees. The case is like one where a general ship undertakes a delivery to several consignees of their respective parts of the cargo. It is doubtful in such a case whether the consignees jointly have any right to select the place of delivery. In the *E. H. Fittler*, 1 Lowell 114, it was held that they have such a right when they are unanimous, but the question was decided upon the usage of the port. Where there are several consignees the master cannot conveniently consult them, and certainly, unless they unite in the selection of the place of delivery, his duty is satisfied by a delivery at a place suitable and reasonably convenient for all under the special circumstances. His contract is fulfilled by delivery from the ship at a proper place within the port. If he does not deliver to the consignee personally, he must justify his substituted delivery by showing that it was in accordance with the terms of his contract, or with the usage of the port, or with the course of business between the parties. *Gatliffe v. Bowne*, 4 King, N. C. 413; 3 M. & G. 642; 7 do. 850; *Humphreys v. Reed*, 6 Whart. 435; *Hemphill v. Chenie*, 6 Watts. & S. 62; *Ostrander v. Brown*, 15 Johns. 39.

The respondents are not liable because they failed to select a place to receive their cargo when they had no power of selection. The libellant was not obliged to await their action. He cannot hold them responsible for a delay which would not have occurred if he had performed his own duty. They undertook that there should be no delay in the delivery of the cargo on their part, but they did not undertake to assume liability for his delay or for his failure to offer a suitable delivery to them. If the respondents had assumed to direct a delivery upon the lighter or had promised unqualifiedly to provide a lighter for the reception of their rails a foundation for the claim for demurrage would be established. But they stated to the vessel's agent that they would send a lighter if they could get a permit. It is true the captain of the lighter informed the libellant that he would be ready to receive the rails when the ship was ready to discharge them, but when that time came he informed the mate, who was then in charge of the vessel, that he could not get permission of the customs authorities to take them unless they could be weighed on the deck of the vessel. No delay ensued in consequence of his promise to take them. As it was understood from the outset that acceptance of delivery upon the lighter was conditional upon the consent of the customs authorities it was incumbent upon the libellant to consent when requested, or to treat the negotiations as ended and select his own place of delivery. The respondents held out no inducements for further delay, and in the absence of any circumstances relieving the libellants from the duty of procuring a suitable place to discharge the rails, or showing his inability to do so, he has no reason to complain of the delay.

The decree of the District Court is affirmed with costs.

(Endorsed) United States Circuit Court, southern district of N. Y.—*Trellman v. Plock*—Opinion Wallace, J.—United States Circuit Court—Filed July 30, 1884—Timothy Griffith, Clerk.

A very large fleet of vessels was on the market Monday. Sales were good and the greater portion were away from the market Tuesday.

DEATH OF CAPT. ROBERT WATERMAN.

Special Correspondence Marine Record.

NEW YORK, September 8.

A man whose name and fame is familiar to every old time seaman and navigator, ship-builder and owner, in tails and many other eastern cities, has at last gone to that sleep which knows no waking. Captain Robert Waterman, better known as "Bully Bob" Waterman, was born in the little town of Fairfield, Conn., about three score and ten years ago, and died last week, in bed, at the Lick House, San Francisco, although it was often predicted that he would cast off the mortal coil with his boots on, because of the tyrannical cruelty practiced by him upon his sailors, while in command of clipper ships during the gold fever, bound to California in 1849, and in fact, till he had retired from the sea altogether, but more particularly during the year named. His ships, instead of being sailors' homes at sea, were veritable floating hells, and I can only compare the fiendish acts of barbarity committed by him to those done by that brutal navigator, Captain "Billy" Patterson, on board his three-and-after, Jefferson Borden, a name which had to be changed, as it was to sailors synonymous with a hell afloat, and men could not be found who were willing to man her, because they were afraid of the assaults and blows of "Billy" Patterson, none ever daring to strike him back.

"Bully" Waterman was a marine by name, but a cowardly soldier by nature, fighting only those who were weak and unarmed. At sea he knew no mercy, and once out of sight of land, no such sentiment as pity was known to him, and sick or well, every man had to work, and painful and severe punishment awaited the unfortunate seaman who failed in even the least of his duties. It was nothing but constant, endless toil, day and night, from the time he left New York until he arrived in "Frisco." He was a dreadful driver, both of men and of his ships, which carried on sail in a gale of wind "till all was blue," as the phrase goes, and it is related that on one passage round the Horn, in the dead of winter (July), he locked his topsail sheets before going below, to prevent the mate from furling the sail when it came on to blow harder. The ship labored and strained in a seaway, while the blast shrieked and groaned through her shrouds and lifted the sea and spray till she was one lather of foam from stem to stern, but, although it was blowing great guns, never a topsail sheet was started until the sail was blown clean out of the boltropes with a noise like the booming of heaven's artillery, thunder. During all this time there were two hands at the wheel and two on the topgallant forecastle; the rest being kept at the pumps till all hands were called either to tack, or wear ship, or else set a maintopgallant sail over the reefed topsail. While mate, he won the reputation of grinding more work out of twenty men than any other officer could out of forty able-bodied mariners. His remarkable passage of seventy-six days from Canton to New York in the flat-bottomed ship Natchez, in the palmy days of Yankee clipper ships, was only won by the sacrifice of life and property. In this memorable trip his vessel never tacked once from the time he left China until he reached this port, and he was the first man to bring back the news of his own arrival in the celestial empire. This achievement is said to have created much excitement, and it received more notice from the press than a passage of six days from Queenstown to New York by a steamer would do now. He afterward commanded the clipper ships Sea and Water Witch, both of which always made the passage from Hong Kong to New York in less than 100 days. It was no unusual thing for all hands to be called to "prayers" on Sunday morning at seven bells. This mockery was nothing more nor less than to witness punishment. Some poor wretch had, during the week, brought about the "old man's" wrath, and he selected the Sabbath as a day of punishment, stringing the victim up by the wrists to the rigging, in the shape of a spread eagle. When the watches had both mustered aft the skipper ordered bare heads, and then, with his own hands, commenced a scene which makes the heart sick to think of. With a cat-of-nine-tails he lashed the back until the flesh was flaked with crimson cuts, which quivered

again at each fresh blow, causing exclamations of pain and agony from the helpless prisoner. Another favorite amusement of his was to throw belaying pins (which he called, belaying pin songs,) after the men when they did not go fast enough aloft. But perhaps the most cold-blooded and cowardly of all his abuse was striking men with brass and steel knuckles, the most deadly of all criminal weapons. An old Yankee sailor fisherman happened to be on the lookout one night on board of Waterman's Witch, as the ship Water Witch was commonly called, when the wind howled through the rigging till you couldn't hear yourself speak, and when eight bells struck the ancient mariner could not hear it, so stuck to his post until "Bully Bob" came forward with an oath and vile epithet, struck him eight blows with a marlin-spike, at the same time ordering him to strike the fore-castle bell. The poor old fellow was old enough to be Bob Waterman's father, and the injury he received was so great as to make him stone deaf ever afterward.

His aversion to foreigners, particularly Dutchmen, or Dago's, as he called the sailors from southern Europe, was so great that he swore, on one trip, that he would kill every yah-yah, meaning the Germans, before he got into port. A young Frenchman among his crew, while on a passage from China to this port, had the misfortune to have an abscess form on his leg, and for days lingered about the deck in agony, the captain refusing to let him go below, nor would he send his medicine forward to him, but announced that if any other sailor would bring him into the after cabin he would be treated. One of the patient's young comrades brought the sufferer to the cabin where he received a dose of blood-purifying medicine, but as they turned to go back the skipper called them and told the assistant that he and every other fellow who brought that Frenchman into his saloon must drink the same as he takes.

Among the devices for causing pain and humiliation to greenhorns was one which appeared to take his fancy very much, viz., calling the poor lunkhead, or land-lubber, out of his bed at a quarter to four in the morning and making him go up to the cross trees, where the crow's nest is located in a whaler, and there imitate a rooster crowing until eight bells were struck and the other watch went below. Marching fore and aft the lee side of the poop with a handspeak his side, like a soldier, was also resorted to as a light punishment for "things," who had never been to sea before. While eight men were reefing the foretopsail one stormy night, Waterman came forward and let go the weather brace, which caused the yard to spring suddenly, at the same time throwing four men overboard, all of whom were lost. There was little doubt that this thing was accidentally done, as it is said that the skipper declared the topsail brace got away from him and it could not be avoided.

In 1851, N. L. and G. Griswold contracted with Wm. H. Webb, of this city, to build the ship Challenge, which was to beat every thing afloat. This vessel was commanded by Waterman, who made her and everything aboard of her, fly like a race horse, and it was while on her that he shot a man from the yard arm and let him drop overboard to die. Several years ago he settled in California, and grew rich and fat on his ranche, beside holding the position of inspector of hulls for the port of San Francisco until 1882, when he retired with much of this world's goods.

G. FOSTER HOWELL.

The steambarge Missouri was among the fleet on the lumber market last week. She is well known on the lower lakes, where she has done good service for a number of years.

A raise on cargo rates was made Tuesday at Chicago by the marine insurance companies not in the insurance pool—namely, the Girard, Northwestern, St. Paul, Continental and the British America. The companies have been writing cargo insurance to Buffalo at 22½ to 25 cents per \$100, but have run up the rates for the stormy season almost at hand. The following schedule was adopted: To Buffalo, 40 cents per \$100; Sarnia, 35 cents; Collingwood, 40 cents; Oswego, 60 cents; Ogdensburg, \$1.20; other Lake Erie ports, 40 cents.

T. W.

PROFIT IN IRON SHIPS.

Not all the ship brokers or South street merchants are old men. Some of the younger ones have inherited not only the offices occupied by their fathers, but the acumen also which enabled their fathers to accumulate wealth. With a measure of old-fashioned conservatism, generated, perhaps, by the comfortable methods of doing business in a South street office, the younger men are not without hope for the American merchant marine.

"We believe there is money in ships yet," said one of the younger shipowners, recently, to a San reporter; "not in the same kind of ships which would have been profitable before the war, but in modern ships, and sailing ships at that."

"What kind of ships do you refer to?"

"Iron ships."

"Why don't people build them then?"

"Some people are building them. Because none is built is no argument against them. You may recollect that Cunard's successful transatlantic steamship line was established in 1840, and that American shipowners stuck to their fast clippers for seven years before Mr. Collins undertook to establish an American line of steamers, and even then he was unable to get sufficient capital to succeed with. You may further remember that Ericsson built the Francis B. Ogden in 1837, and thereby successfully demonstrated the efficiency and economy of the screw propeller, but it took thirty years' hard work to induce shipbuilders to adopt the more economical method of propulsion."

"Can you demonstrate that more money can be made with iron sailing ships than with wooden ones?"

"Yes, and practically that is to demonstrate that any money is to be made in ships of any kind, for shipowners have never seen such dull times as have weighed them down the past year, and they are not likely to see them again. I will show you the figure for profits. An iron ship is more profitable, because it will carry more cargo than a wooden ship of the same outside dimensions. It is known by actual measurements made by insurance companies, that the weight of the wooden hull is about one-third of its displacement, and that the weight of the cargo is about three-fifths. The ratio of hull to cargo, is, therefore, about 5 to 9. By taking the average weights of a large number of ships made of wood, and of others made of iron, it has been found that the iron ships weigh, when well constructed, 27 per cent less than wooden ones. As the weight of cargo and hull are in the proportion of 5 to 9, the iron hull will have the advantage in carrying capacity by 5-9ths of 27, or 15 per cent—that is, an iron ship will carry 115 tons for every 100 tons carried by a wooden ship, when both are of the same outside dimensions and both are loaded to the same draught of water. This is the first advantage of an iron ship."

"The next advantage is in the amount to be charged against a ship for the annual depreciation. Nobody knows just how long a well built iron hull will last, because none has been in existence long enough to determine that fact. Senator Frye, in his speech on the Dingley bill, said an iron hull would last fifty years. That gives an annual depreciation of 2 per cent. The depreciation of a wooden hull is 5 per cent. Insurance companies will now favor an iron hull by 1 per cent a year. If you watch the freight quotations you will see that in San Francisco iron sailing ships get from three to six shillings per ton more for grain to Liverpool than wooden ships. In fact, wooden ships lie at anchor watching the iron ships load at high rates, while they can get no cargoes at any figures."

"But the enormous cost of an iron ship will outweigh these advantages to a great extent, will it not?"

"No. The American Shipbuilding Company launched two ships this year, one of which measured 1,900 tons. She loaded 3,100 tons for Oregon. A wooden ship to carry that load would register 2,200 tons. The price of wooden ships at the best Bath yards is from \$60 to \$65 a ton, so the wooden ship would cost \$132,000. The iron ship, at the present rate of \$55 per ton carrying capacity, costs \$175,000. The difference is \$43,000, on which the interest is \$1,540 a year. The annual depreciation of the wooden ship is \$6,000 a year, and the annual depreciation of the iron ship \$3,410 a year, or a difference of \$2,590. Subtracting the \$1,540, you find that the iron shipowner has gained in one year \$1,650 on his competitor in that one item alone."

"To show the profit in an iron ship I will give you the figures on one. She carried out 3,100 tons of cargo, for which she received \$9 a ton, or \$27,900. As Pacific coast freights run she will get \$12 a ton for grain to Liverpool, or \$37,200. To get around to her port of departure will require not over one year. Out of the gross income of \$65,000 she will have to pay for insurance \$7,673; for the crew and their food, \$13,000; for the broker, \$3,100; for depreciation of property, \$3,410; for ship chandlery, \$2,000; for pilotage \$500; for the stevedores, \$2,200, and for interest on the investment, \$6,820. The total expense will be perhaps \$39,000, and this leaves a clear profit above the interest on the investment, of \$16,000. That is nearly 10 per cent net profit, which may be called a fair business, especially as the owner of the ship is not tied up to a store or shop or any other distasteful locality."

"Few men not acquainted with ships would care to invest a fortune in a ship, even when such returns can be had."

"True. Few men own whole ships. Ships are built by companies, and that will be done in the future more than it has been done in the past, because the new law limits the liability of an owner in case of damage to the amount of stock he holds in the ship. Beside, there is a great opening for smaller vessels. In the coasting trade of the United States there are at present 2,500,000 tons of wooden schooners. The iron schooner has a great advantage over the wooden one, not only in the points mentioned in the iron ship, but in the matter of draught. Freight rates on mahogany from the Gulf of Mexico ports, for instance, are governed by the depth of water over the bar off the port. The shoaler the bar the higher the rate paid. The same difference pertains to other trades. The wooden schooner cannot possibly compete with the buoyant iron hull in such trades. The iron schooner Red Wing—which is a clipper, by the way—took a cargo of steel rails to a Southern port, a short time since, and obtained seventy-five cents a ton, I believe it was, above the prices offered to a wooden hull, because she could take the lot in over the bar without lightering any part of them."

"One would think such figures would overcome conservatism."

"Naturally; but, you see, vessel owners have made so little money in the past few years that they have no great amount of money to build with, and so they are the more cautious about these new-fangled notions, while new blood is very slow about venturing into ships."

STURGEON BAY

From the Door County Advocate we clip the following budget of news:

The propeller Bismarck has been transferred to Lake Huron, where she is engaged in towing vessels, rafts, etc., and her name changed to Judge Field.

The scow Roving Star was sold by the United States marshal at Menekauke, on the 6th inst., and the scow W. B. Shattuck at Laurie's pier, this port, on the 8th inst. The craft above-named have both been libeled by the Philbrook brothers, of Menekauke.

The government contract for supplying five hundred cords of stone for use in the piers at the lake end of the ship canal was recently awarded to Captain Robert Laurie, of Sevastopol. The first shipment of sixty-five cords was made from the quarry on the 1st inst., the scow being towed to the harbor by the tug Spalding. The other demands upon the quarry will probably prevent Captain Laurie from delivering more than one scow-load a week at present on this contract, it being difficult to increase his force of quarrymen.

The awards of contracts for government work in this region were made at Milwaukee on the 27th, and the following are the lucky contractors: Schwartz & Berner, Green Bay, Wis., pier extension at Menominee, \$6,206; pier extension at Oconto, \$10,094.20; pier extension at Pensaukee, 4,629.80; pier extension at Kewaunee, \$10,284.25; Truman & Cooper, Manitowoc, pier extension at Sheboygan, \$13,267; pier extension at Two Rivers, \$5,265; pier extension at Manitowoc, \$10,372.25; pier extension at Port Washington, \$4,449.50; Green's Dredging Company, Chicago, dredging Cedar river harbor, Wis., \$1,800.

Upward of ten million feet of saw logs have been thus far this season towed up the Oconto river by the tug Oconto, Captain Cliff Hart. The pine is brought from Peshigo, and belongs to Holt & Bolcolm, and the Oconto Lumber Company. The former firm is obliged to bring its logs up river to its mill, and, after being converted into lumber, are made up into rafts and floated down stream into Green Bay, where it is loaded on board vessels and transported to Milwaukee, the schooners Richard Mott and Lomie A. Burton being engaged in this trade.

Captain Geo. H. Sager, the former superintendent of the ship canal, has just been awarded the contract for rebuilding the superstructures of the harbor piers at Racine and Kenosha, for which he is to receive \$1,571.85 and \$3,343.45 respectively, his bids being the lowest for both jobs. The work will be done under the supervision of the government authorities. The many warm friends of Captain Sager in this region will be glad to hear of his good fortune.

The scow purchased early this season by the Two Rivers Manufacturing company, for the transportation of logs from Peshigo and Menominee, carries about one hundred and ninety thousand feet, while the old scow carries but little more than one hundred thousand feet. The large scow is supplied with a hoisting apparatus invented by Captain Gilbrath, of the tug Goldsmith, where with a full load of logs can be taken on board in two days. When this scow passed into the hands of the company she was given the name of the "City of Two Rivers, No. 2," by Captain Gilbrath, who intended to invite the city to present its namesake with a suit of colors. As the manufacturing company has to pay about one-half of the tax of the city, and would therefore be compelled to give that proportion toward the flag, Mr. Mann concluded to dispense with a compliment which would have to be largely paid for out of his own pocket.

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TRAVELERS' REGISTER.

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For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.

Steamer ATLANTIC, Capt. D. Nicholson,

Leaves Cleveland every Friday evening at 8 o'clock. During the warm weather and pleasure season the

Steamer Atlantic

Will extend the regular trip on to Petoskey, Harbor Springs and Charlevoix. CLEVELAND FORWARDING CO., Agents, Office and Dock, Foot of Superior-st., Cleveland.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	11 55 A M	12 05 A M
No 8, N. Y. & A. Express.....	10 35 A M	10 45 A M
No 26, Elvira Accommodation.....	10 05 A M	10 15 A M
No 26, Buffalo A. C. M. via Sandusky.....	10 35 A M	10 50 A M
No 35, Toledo Accom via Norwalk.....	10 35 A M	10 50 A M
No 12, N. Y. & B. Fast Express.....	11 55 P M	12 25 P M
No 14, Special N. Y. & Bos Express.....	11 55 P M	12 25 P M
No 21, Night Ex via Norwalk.....	9 40 P M	10 00 P M
No 22, Night Ex via Sandusky.....	10 42 P M	10 52 P M
No 26, Conneaut Accommodation.....	11 25 P M	11 35 P M

Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	11 55 A M	12 05 A M
No 23, Mich Express via Sandusky.....	12 15 A M	12 35 A M
No 3, Chicago Express via	10 05 A M	10 30 A M
No 25, Mich Accom Norwalk.....	11 10 A M	11 20 A M
No 21, Toledo Ex via Norwalk.....	11 55 P M	12 20 P M
No 5, St. Louis Ex via Sandusky.....	12 15 P M	12 40 P M
No 9, Chi Pac Ex via Norwalk.....	10 06 P M	10 30 P M
No 31, Elvira ac to Elvira only.....	11 40 P M	11 50 P M
No 27, Conneaut Accommodation.....	11 10 A M	11 20 A M

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—Daily, except Sunday, 2 daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

GOLD for the working class. Send ten cents for postage and we will mail you free, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to \$5 every evening. That all who want work may test the business, we make this unparalleled offer: to all who are not well satisfied we will send \$1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure. Don't delay. Start now. Address STIXSON & Co., Portland, Maine.

A PRIZE. Send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address, TRUE & Co., Augusta, Maine.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind. Ex.....	7:00 A M
No. 23, Gallion & Wheeling Express.....	6:40 A M
No. 9, Col., Cin., Ind. & St. Louis Ex.....	9:40 P M
No. 5, Col. Cin., Ind. & St. Louis Ex.....	12 35 P M
No. 27, Gallion & C. L. & W. Acc.....	4:00 P M
No. 29, Massillon & Ulrichsville Ex.....	5:00 P M

	Arrive.
No. 8, Col. Cin., Ind. & St. Louis Ex.....	9:40 A M
No. 20, Uhrsville & Massillon Ex.....	9:00 A M
No. 2, Col. Cin. & Indianapolis Express.....	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex.....	9:45 P M
No. 22, Gallion Acc.....	10:00 A M
No. 26, Wheeling Accom.....	4:30 P M
No. 4, Col., Cin. & N. Y. Express.....	1:15 A M

Trains marked * daily, all other trains daily except Sunday.

E. B. THOMAS,

General Manager.

O. B. SKINNER,

Traffic Manager.

A. J. SMITH,

General Passenger Agent, CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburgh, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridian time. 33 minutes slower than Cleveland city time. Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6:50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m., Oil City 12:30 p. m., Corry 12:35 p. m., Jamestown (Lake Chautauque) 1:35 p. m., Buffalo 5:50 p. m., Rochester 8:20 p. m., Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m., Elmira 8:05 p. m., Binghamton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a. m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m., Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Sleeping coach from Cleveland to Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m., Jamestown 5:57 a. m., Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a. m., Corning 12:07 p. m., Elmira 12:40 p. m., Binghamton 2:19 p. m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS—Daily attached. Through without change, Parlor car attached. Arrives at Youngstown 5:00 p. m., Pittsburgh 8:02 p. m., Washington 7:09 a. m., Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION—Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpsville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS—Daily—Through without change. Arrives at Youngstown 9:30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12:45 p. m., Retaining, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p. m.

10:35 a. m. YOUNGSTOWN AND PITTSBURGH ACCOMMODATION—Stopping at all way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5:45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10:20 a. m.; 1:05 p. m., and 9:45 p. m.

This is the only route by which passengers can reach Corry, Elmira, Binghamton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East. Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P. & O. R. R., South Water street, and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O. J. M. FERRIS, Gen'l Man'gr, Cleveland, O. M. L. FOUTS, Passenger Ag't, 131 Bank St. Cleveland.

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NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel. At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect June 1, 1884, and until further notice:

	GOING EAST.
Lv. Chicago.....	7:50 a. m.
Arr. Valparaiso.....	9:45 "
" Fort Wayne.....	1:30 p. m.
" New Haven.....	2:05 "
" West Leipsic.....	3:56 "
" Arcadia.....	4:49 "
" Fostoria.....	5:00 "
" Green Springs.....	5:45 "
" Bellevue.....	6:10 "
Lv. Bellevue.....	6:20 "
Ar. Lorain.....	7:50 "
Arr. Cleveland.....	9:02 "
Lv. Cleveland.....	10:27 "
Arr. Painesville.....	11:33 "
" Ashtabula.....	12:25 p. m.
" Conneaut.....	12:50 "
" Erie.....	2:09 "
" Dunkirk.....	3:47 "
" Buffalo.....	5:20 "

	GOING WEST.
Lv. Buffalo.....	9:50 a. m.
Arr. Dunkirk.....	11:24 "
" Erie.....	1:23 p. m.
" Conneaut.....	2:20 "
" Ashtabula.....	2:51 "
" Painesville.....	3:44 "
" Cleveland.....	4:52 "
Lv. Cleveland.....	4:57 "
Ar. Lorain.....	6:12 "
Arr. Bellevue.....	7:35 "
Lv. Bellevue.....	9:20 "
" Green Springs.....	9:44 "
" Fostoria.....	10:22 "
" Arcadia.....	10:31 "
" West Leipsic.....	11:30 "
" New Haven.....	1:35 p. m.
" Fort Wayne.....	1:50 "
" Valparaiso.....	5:42 "
" Chicago.....	7:50 "

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination.

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent, LEV'S WILLIAMS, General Manager, Cleveland, O.

The Marine Record.

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A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, SEPTEMBER 11.

SECRETARY FOLGER.

Probably no prominent man in the United States government came nearer to the every day life of the mariner than Charles J. Folger. Being Secretary of the Treasury, his name was attached to all the important rules and papers governing navigation on all the waters of the country, and it had become so familiar as to make the announcement of his death seem, in a measure, like a personal bereavement. We all know that he was a man of great attainments and of a peculiarly upright character. Both his heart and mind made him a conspicuous figure in the ranks of statesmen—using the word statesmen in a distinctive sense, for he was in no aspect a politician. His eminent ability called him to the position he occupied under the government, in all the duties of which he served above reproach. For a man like him the devoted admirers of Garfield, who are above the prejudices of party, must bear a tender reverence for special reasons. He was a victim of the great and deep-seated indignation that filled the popular mind because of the wretched deed that murdered President Garfield. The mere fact that Judge Folger was a friend of Garfield's successor defeated him overwhelmingly when he ran for the position of governor of New York. This was of course, unjust, but that sentiment in the breast of the people could not have been eradicated by any earthly power, until it had wreaked itself on some fated candidate. It is because it was unjust that the memory of Charles J. Folger, whom Mr. Garfield would have taken into his heart and confidence, deserves a peculiar respect at our hands. Our readers are not particular as to the life history of the deceased cabinet officer. That he was born in Massachusetts and became a resident of Geneva, N. Y., where he died, are almost immaterial facts concerning such a man. He was of the United States and the whole country mourns his loss.

THE WORLD'S EXPOSITION.

It is a pleasure for us to record the interest that is being taken in the World's Industrial and Cotton Centennial Exposition that is to be held at New Orleans from December 1st, 1884, to May 31st, 1885. This enterprise is on a grand scale and matters have progressed far enough to insure its being carried out on the plan proposed by those having it in charge. Although the word "cotton" occupies a prominent place in the name of the exposition, it is only to show that this chief product of the South will receive full justice and special attention. The object of the enterprise really embraces all of the industrial arts, sciences and manufactures of the whole world. Such an exposition will be of vast benefit to the South, and in fact to the whole country. Next to the abolition of that listless and half-hearted labor which

the South now acknowledges had brought her very close to the door of negligent penury, this great fair will do her most good in the direction of arousing her prosperity by showing her wonderful resources and inviting labor and manufacturers to take up their abode with them. It was an appropriate act on the part of the United States government to set apart \$1,300,000 for the purpose of showing its interest in the material affairs of the southern half of its territory, and beside this substantial aid to enable the projectors of the fair to make ample preparations. The main building, which is already completed, covers thirty-three acres, being 1,386 feet long by 905 feet wide. The government building for State exhibits is 885 by 565 feet. Horticultural hall is 600 by 190, and the art gallery is in keeping with the others. All are located in City Park, lying between Charles avenue and the Mississippi river, and are accessible by five horse and two steam car lines, while by water the navies of the world can sail to its very gates. Rates of travel from all over the world will be so low that the exposition can not help being a popular resort. Fairs of this character are great promoters of the advancement of mankind, but for other and more genial reasons we wish our southern brethren all success.

HAD there been a fire proof tug on the river Sunday night much of the disastrous conflagration and consequent loss of property would have been prevented. Although the tugs Mary Virginia, Patrick Henry and Maggie Sanborn did excellent service, their pumps were not especially adapted to the work, and when the fire approached too near they were obliged to look after their own safety. We respectfully petition for an iron tug of sufficient power to cover an emergency of this nature and protect the shipping and other interests on the river front, also that it be equipped and placed on the river at an early day.

THE Ogdensburg Journal says there is complaint that a recent change in customs and marine regulations by the Dominion government has doubled the fees of American vessels touching at Canadian ports. A good deal of effort has been made by people interested in the commerce of this frontier to get rid of the fees imposed to obtain revenue in the days of the rebellion, which have proved so onerous to vessel owners. Now, when we have partly succeeded on this side of the line it is annoying to have them increased on the other.

OBITUARY.

Mr. Homer Glass, of Racine, who has in his time been a prominent and influential vessel owner, was called by death to cross the dark river on the 27th of August. Mr. Glass was born in this state on the 20th of April, 1820, and moved to Wisconsin in 1846, locating at Kenosha, where he engaged temporarily in the milling business.

In 1848 he removed to Racine, and built the Sage mill. In 1858 he, in company with J. W. Hart, built the Racine City mill, which the firm continued to operate until 1864, when Mr. Glass engaged in the vessel business, and erected a number of elevators in Racine and vicinity. In 1870 he established a wood and coal business, which he conducted until a few years ago. He was united in marriage January 1, 1842, to Miss Laura Odell, of Vermont, who, with five children survive him. The children are Mrs. Frank Higgle, of Chicago; Mrs. Coykendall, Mrs. Edward Elderkin, and Messrs. Alonzo and Silas Glass. He was an active member of the Congregational church, and a prominent citizen and business man, until failing health compelled him to retire from social and commercial life.

He owned the brig E. P. Dorr, sailed by Captain C. Glass, his nephew, until she was sold; A. P. Nichols and two or three other fine vessels, including the City of Manitowoc, when she was lost on the Anticosti Island, under command of Captain John Higgle, on the way to Leith, Scotland, laden with deals. She had been on two successful trips to Europe under command of Captain Frank Higgle, now Secretary of Chicago Tug Association. The loss of this fine three-masted vessel tended greatly to break up Captain Homer Glass, who preceptibly declined in health, and continued to fail and lose his ambition, culmi-

nating in his death on the 27th ult. of brain disease. Homer Glass was a member of Lodge of Emergency of Belle City Lodge No. 92 A. F. and A. M. which held appropriate ceremonies and attended the funeral in a body.

Another evidence of reviving business enterprise in the South is shown by the establishment of a line of ocean steamers between Savannah Ga., and leading English and French ports. The ships are purchased and business will begin before October 1. A new through line from Cincinnati to the sea board by the East Tennessee, Virginia and Georgia railroad will be opened before long, furnishing a fresh outlet from Chicago for breadstuffs and provisions.

INGENIOUS maritime persons now put false bottoms in the vessels which bring sugar from the West Indies, and save a good deal of molasses which drains out of the hogsheads. One ship is said to have saved \$1,000 worth on a single trip.

[Continued from 1st Page]

CHICAGO.

Special to the Marine Record.

The schooner Watertown, Captain Connell, left Chicago Sunday, the 24th ult., and arrived at Ogdensburg with corn Sunday, the 31st, making, it is claimed, the quickest time on record.

The schooner Nellie Reddington, in tow of the tugs Van Schaick and Union, collided with the steamship City of Rome, laying at the coal dock between Erie and Indiana street bridges, on Sunday last, and lost her jibboom.

There is a large fleet of vessels on the lumber market, and very many lower lake vessels with coal and merchandise are continually arriving, which makes things look very lively and business like all along the river.

The propeller J. L. Hurd, of the Lake Michigan and Lake Superior Transportation Company has been released by the Leviathan and arrived at Milwaukee on the 8th. She was taken to Wolf & Davidson's shipyard for repairs.

The rise in grain freights has tended to increase the freights on lumber. This has been long looked for and we hope it will continue, as the lumber vessels have had a very hard time.

The body of a sailor, supposed to be that of the poor fellow Scanlon, lost when the scow Eugene Vesta capsized, was picked up and brought to this port by the schooner B. F. Wade. The members of the sailors' union buried the body.

The members of the Chicago seamen's union held a meeting Tuesday evening and resolved to make wages for union seamen \$2 per day, to commence Wednesday morning.

The schooner John Bigler, Captain S. Murray, owned by George Finney, of this port, while on a voyage from Nipigon Bay to Chicago, laden with building stone, sprung a leak on Lake Superior, on September 1st, in a gale. The crew worked at the pumps and used every effort possible to keep her afloat and get her into Marquette, until the night of the 3d, when, finding the water gaining upon them, they took to their boats and, after some hours' hard pulling, gained the shore at Pine Point. The Bigler must have gone down about twenty-five miles off the land some thirty miles north of Marquette. The captain and his wife and the crew arrived at this port on the 6th, all well. The John Bigler measured 357 tons, was built at Detroit by Jones in 1866, received large repairs in 1878 and was classed A²/₂, with a valuation of \$7,500 for insurance.

At the Chicago Drydock Company's yard the schooner F. L. Danforth was in drydock for a new piece of keel; the steambarge Nellie Torrent for a new shaft and stern bearing; the barge Uranus for bottom calking; the schooner Alaska for a new stern and some calking; the schooner Gibraltar to get a leak stopped; the schooner White Star got a new jibboom and dolphin striker; schooner Oliver Mitchell a new foretopmast and new trestle trees; the schooner C. J. Wells, some repairs; the schooner W. H. Rounds, some new stanchions and bulwarks; barge Bay City, some new stanchions and bulwarks; propeller Peerless, some repairs; the schooner Flying Cloud, some new plank; schooner Julia B. Merrill, a new dolphin striker.

At Miller Brothers' drydock the barge Brunette was in for calking; the tug G. W. Gardner for calking; the tug John Gordon for some repairs; the scow Eugene Vesta,

to get a leak stopped; tug Flossie Thieleke for a new wheel; tug A. Mosher to have a leak stopped; canalboat Whale for a piece of new plank and calking. The steambarge T. W. Snook is in drydock getting a rebuild, comprising new stanchions, stringers, rail, covering board, three strakes of new plank all around, new deck and deck frames.

The fine new iron steamship William Chisholm, Captain Peter G. Minch, recently launched by the Globe Shipbuilding Company, Cleveland, arrived at this port last week on her maiden trip. She brought along 2,175 tons of coal on an average draught of 14 feet 8 inches. Her machinery worked perfectly on her voyage up, averaging 8³/₄ miles per hour with a strong head wind all the way from Milwaukee to Chicago, and her captain says she steers and handles like a yacht. A great many vessel men paid her a visit and all speak in high praise of her handsome appearance and fine construction. Robert Wallace, of the Globe Iron Works, was on board, looking after the working of her machinery.

The steamyacht Tillie M. will be ready for business by the 20th it is believed.

Freight rates are a trifle easier, on a basis of 2¹/₂c for wheat and 2¹/₄c for corn to Buffalo. Shippers are holding off to some extent. It was stated, though not verified, that a steambarge and her tow had been chartered for Buffalo on the basis of 2¹/₂c for wheat.

ASHTABULA.

Special to the Marine Record.

The tug Dexter has gone to Cleveland to have her sternbearing repaired.

Four hundred and ninety thousand tons of ore have been received here this season to September 1st.

The schooner Persia is loading oak timber for Montreal.

The Brown hoisting and conveying treaties are working, but not with much success as yet.

In a copy of the Niles Weekly Register, published in Baltimore, Md., and dated October 4, 1816, is the following regarding the launch of a vessel at Ashtabula: "We have an account of a schooner being launched at Ashtabula, O., which had on board 120 persons, who were all thrown into the lake, the vessel being upset, by which seven were drowned. Where is this town capable of furnishing such a company? It must have sprung up within these few days."

The Erie Herald had considerable sport a few years ago calling our harbor a frog pond, etc., but now begins to cry for mercy, claiming Ashtabula is getting all the ore and leaving them in the shade. Judging from present prospects, the Herald will yet have better cause to cry out.

MIDLAND.

The schooner Emily B. Maxwell arrived from Chicago on the 9th with a part of her cargo. The other portion is floating around Lake Huron. Last Friday night, while coming down Lake Huron, the Maxwell encountered a dense fog, and in attempting to make the passage into Georgian Bay ran ashore on the south end of Fitz William Island. It was 4 o'clock Saturday morning when she went on, and her signal of distress was not sighted until the following day. Fortunately there was but little wind blowing or the stranded vessel might have pounded to pieces. Sunday the Canadian Government steamer Bayfield hove in sight and discovering the unfortunate vessel's predicament went to her assistance. She pulled on her for several hours and succeeded in getting her afloat at 9 o'clock Sunday evening, but not until a considerable portion of her cargo had been thrown overboard. The Maxwell is owned at Chicago by Captain Mullen and is well insured, as is also the cargo.

SANDUSKY.

The tug Myrtle, of Sandusky, which ran on to Chicken Island reef, capsized, and sank, and which was raised and towed to Sandusky, where she was hauled out at Monk's shipyard, has been recalced and overhauled, and will be ready for business again to-day.

ST. CLAIR.

Special to the Marine Record.

In a six-mile contest of speed recently, between Marysville and St. Clair, the favorite steamer Mary defeated the steamyacht Winifred by about one-half mile.

Send the Cyclone up to try the Mary.

DETROIT.

Special to the Marine Record

September 9—During the month of August there were 135 casualties on the lakes, thirty-seven more than the preceding month of July and distributed as follows. Lake Michigan, 58; Lake Huron, 20; Lake Erie, 32; Lake Superior, 5; Detroit river 6; Erie river, 3; St. Clair river, 2; Lake St. Clair, 6; Georgian Bay, 1; Lake Ontario, including the Welland Canal, 10; total 135. The causes were, disabled, 42; stranded 21; heavy weather, 29; collision, 27; fire, 4; capsized, 2; ashore, 5; explosions, 4; lightning, 1. The damages arising from the foregoing may be summarized as follows. Disabled, \$24,100; stranding, \$25,300; heavy weather, \$26,300; collisions, \$17,000; fire, \$9,500; capsized, \$8,000; ashore, \$7,300; explosions, \$6,600; lightning, \$300; making a total for the month of \$119,400; to this must be added for loss on cargoes, \$17,200; which makes a grand total of \$136,600. There were sixteen deaths as follows. Accidental, 7; natural causes, 7; suicided, 2.

The propeller Badger State, which arrived down the river last evening from Agate Harbor Lake Superior, had on board the largest mass of pure copper ever brought from that region, its weight being just seven and one quarter tons. Of late considerable quantities of pure copper is arriving here but none of it in such immense lumps.

I made mention in my last communication that vessels on arriving here secured immediate grain charters and that the supply was equal to the demand. Now what I want to relate is that nearly every one of these vessels that have taken on grain here for Buffalo on their arrival at that port have fallen short from 50 to 75 bushels and it is becoming an epidemic if not already so. The cargoes were received from two different elevators yet there is a shortage all the same. Either there is downright rascality or gross carelessness somewhere, perhaps considerable of both.

Who is that fellow who is suggesting the propriety of having two booms to a fore-and-aft sail? He ought to travel with Barnum from one end of the country to the other as a "what do you call it." Within the past five years fifty sailors have been knocked overboard and drowned, while it is true that a very few outside that number have been saved, but rather than duplicate, it would be wise for a vessel to travel with a lug sail than introduce such a humbug.

During the month of August there was shipped from Detroit to foreign ports wheat 110,661 bushels, flour 20882 barrels, live hogs 2150 and mess pork 23,193 bbls, the total valuation of which was \$430,746. The shipment of lumber from the pine regions goes on with but little abatement. During the past twelve hours 54 cargoes have passed here aggregating upward of ten million feet, which does not include vast quantities from Lake Superior and Georgian Bay; the great portion from the last named point goes to Tonawanda. The steamer City of Mount Clemens has made twenty-five trips from Oscoda to Detroit this season averaging each cargo 100,000 feet of lumber.

The steambarge Westford which had such a bad breakup to her machinery on Lake Erie some days since, has been repaired here and has taken her departure. The barges which she had in tow were taken on to Alpena by the tug Kate Williams where they remain until the arrival of the Westford.

The steambarge Norma stranded on her arrival in the river St. Clair a day or two since, and was damaged to the extent of \$300. Her repairs were made here.

The tug Myrtle, which stranded on the Hen and Chicken a few days since, was released on Saturday and floated between two lighters to Put-In-Bay. What further disposition was made of her I did not learn. She was probably taken to Sandusky.

The schooner Cataract, in tow of the tug Beatrice, was run on to Ballard's reef, Detroit river, and considerably damaged. Her stern was smashed in by the vessel that was astern of her and her yawl rendered useless. Her repairs are estimated at \$500. She sails from Picton, Lake Ontario.

Work on the Limekiln Crossing, which has been let for several seasons past to Mr. C. F. Dunbar, of Buffalo, has been awarded to an East Saginaw firm. The price is \$5.50 per solid, and thirty cents per loose yard.

A new steambarge called the Resolute, hailing from Deseronto, Lake Ontario, arrived at Windsor yesterday, and is loading staves. The propeller L. Shickaluna has been at that port for several days, awaiting charter.

The past few days have been excessively warm, and to quote a memorable expression of Henry Ward Beecher on entering his pulpit, "It is d—d hot." The result is a revival of the excursion business on the rivers, and the steamers which were laid by for a few days are again in full blast.

The propeller Riverside and the steam yacht Segina, a craft of some 300 tons, came near having a bad smashup here the other day, and but for good management on the one hand or the other, one of them would have gone to the bottom. The former was damaged, though not seriously.

The propeller Shickaluna, after lying at Windsor for ten days, took leave of her moorings last evening and has gone elsewhere for freight, it is stated to Toledo.

The steamer Keweenaw is home again, and has, I understand, done a profitable business during the summer between Cleveland and Buffalo. She will probably engage in the excursion business here, or at least be in readiness for such calls, and next week run to Toledo in connection with the fair.

There has been considerable repairing and overhauling going on at the Detroit Drydock for some time past, arising from mishaps and damaged machinery. In short, when a vessel arrives at the dock it must not be stated that she has met with disaster, for it might get into the papers. She only wants a little calking, or a graving piece, or perhaps a jibboom, but in reality it must be set down as heavy weather, stranding, or something of that sort, and she is accordingly set down on the wrong side of the ledger to the tune of \$200 to \$2,000, or upward.

There occasionally comes around an old barnacle, otherwise known as the "Ancient Mariner," who can tell you, or pretend to, at least, of lake history. Lake Superior is at his tongue's end, and he cites the facts also that in early times Indians passed over the Niagara Falls in birch bark canoes, and much other claptrap. It is well enough to exercise a little patience with such chaps, hear their yarn and then let them pass out of sight as well as memory.

Captain Sam Burnham, formerly a well known tug man on the river, has purchased an interest in the steamer Mary on the river St. Clair, and will command her.

The steambarge C. H. Curtiss and her three consorts are passing down to-day, having in the aggregate a trifle less than four million feet of lumber.

The tugs hereabout are nearly all in service again. J. W. H.

SAULT STE. MARIE.

News has just reached here that the tug Bradley, which left the Soo to engage in dredging at the Tahquamenon River, is a total wreck. She encountered heavy weather and sprung a leak. The water rushed into her firehold and extinguished her fires. In order to save their lives the crew ran the boat on the beach. There were six men on board. All were saved. The Bradley measured 13 tons, was built at Chicago by Bates in 1878, was owned by Smith Bros. of Cheboygan, rates A2 and was valued at \$4,000.

PORT ARTHUR.

The Campana has arrived. The report that she had been in collision with the Canadian Pacific railway steamer Alberta is correct. Shortly after leaving the St. Mary's Canal at Sault Ste. Marie the Alberta struck her a glancing blow on the starboard side, smashing several stanchions and carrying away considerable rail. The accident, if such it may be termed, might have proven far more serious had not the captain of the Campana put his wheel hard up in time to lessen the force of the blow.

ERIE.

The United States steamer Michigan, Captain J. J. Read, took on her ammunition on the 9th, and sailed for a six week's or two month's cruise up the lakes. The boat is in magnificent trim and has an entire new battery.

OSWEGO.

The government lighthouse on Hope Island, near Collingwood, is ready for use. The light will be found of great service to Chicago vessels running to Midland. The light will be a revolver.

ESCANABA.

Special to the Marine Record

The Cora, of the Chicago yacht fleet, arrived here on Sunday, in tow of the Oscar Townsend, en route to Cleveland. She has been purchased by R. R. Rhodes, of Cleveland. The Chicago club loses a fine boat.

The Booth, in a recent run over from St. Martin's Island, made a record of 19 miles an hour. The yacht builders of the East, Chester and Wilmington, in the Booth, who have been struggling for years to make 17 miles, could get a few points from her builder by coming west.

When next the United States has medals to distribute as a reward for the saving of life Captain Bartley and his men might be considered. Since they have been employed in the waters of Little Bay de Noquette they have saved the lives of seventeen persons. The latest occurrence of the kind happened during the past week. The schooner Delaware was being towed to her berth at the ore dock, stern foremost, and with anchor under her forefoot, as usual, when her boat, which had been lowered, got fouled across her stern and capsized, throwing the man in it into the water. He could not swim and quick work was necessary to save him, but he was saved by Captain Bartley and his crew.

The schooner N. Muller sailed on Tuesday with a cargo of telegraph poles for Chicago.

Michael Sullivan, a deck hand, fell overboard from the Oscar Townsend, on Tuesday, and striking something under the water, received quite a scalp wound. He was patched up by Dr. Gelzer, and sailed with the ship.

The schooner Louise has taken into Buffalo about 100 tons of ore taken from the wreck of the W. H. Vanderbilt, which was lost off Long Point last September, while bound from this port to Buffalo.

Total shipments to date, 1,831,634 tons, of which 1,084,068 tons were landed at Escanaba and 757,566 tons at the other ports, Marquette, L'Anse and St. Ignace. E. G.

BUFFALO.

A dispatch was received by Messrs. Crosby & Gunning from H. Buckley, at Peninsula Harbor, stating that the Canadian schooner W. R. Taylor was sunk in fourteen feet of water, and that he had abandoned her to the underwriters. She was loaded with steel rails for the Canadian Pacific at Port Arthur. Tugs and steam pumps have been sent to her. The W. R. Taylor measures 322 tons, was built at Marysburg in 1877, hails from Picton and is owned by Alice Buckley.

The boom in grain freights continues. The rule at this port is to get whatever up-freight is offering, or if none is ready to go out light. The receipts reported on the 9th were about 600,000 bushels, most of which was wheat. There is very little coal for shipping, but as the mines are working this week the supply is commencing to come in, and there is an unusual amount reported coming up by boat. Coal freights are steady at former quotations. All of Lake Michigan vessels offered were engaged, but most of them will experience some delay in getting their cargoes. Quite a number of vessels from Toledo and Detroit were in port.

TOLEDO.

The steamer Massasauga has abandoned the excursion business at this port for the present season, and returned to Detroit.

The propeller Morning Star is fitting out for the fish trade, and expects to sail for Doris Point next Thursday, after her first cargo.

Judge Dunlap, of Toledo, has constructed the model of a boat invented by him to compete for the \$40,000 prize offered by the Canadian government for a boat which can be propelled through the Welland canal without washing the banks. It is run by paddles arranged to revolve underneath the boat.

PORT HURON.

The propeller Kasota arrived with the schooner Scotia in tow, the latter having been damaged by going ashore recently at Agate Harbor, Lake Superior, where she was making a land ore for lower lake ports. While making a landing a squall came up and the schooner dragged her anchor and went on the rocks. She was pulled off by the Kasota, which also had a hard time to keep off the beach at the same place. The damage to the Scotia is confined to her bottom planks and she will be docked for repairs.

DULUTH.

Special to the Marine Record.

Ninety per cent of the wheat received here in one day recently graded No. 1 hard. It is expected to come in at the rate of 80,000 bushels per day until the close of navigation, crops having been exceptionally good in Northern Minnesota and Dakota.

Daniel McGilvary, fireman on the tug Paige, was drowned opposite New London, near Duluth, on the 2d inst. The tug was engaged in picking up logs and McGilvary ventured out on them without sufficient experience.

J. F. Rose, agent of the propeller Ocean, informs us that this steamer will, during the rest of the season, resume her old route between Duluth and Michipicoten.

The annual trouble with dock laborers is being experienced at this time, on Wednesday, September 3, and the war still continues.

The schooner Scotia went ashore at Two Harbors, where she was to have taken a cargo of ore. She was got off easily, but had sustained such injuries that she was obliged to leave light for Detroit.

The name of the new town site south of Duluth on the Wisconsin shore of St. Tom's Bay, has been changed from South Duluth to Payton, after H. M. Payton, an old citizen of Duluth who has made the place his home.

The propeller J. L. Hurd, that ran on the rocks at Detour and sank, was loaded with oats and merchandise for Duluth.

The schooner Battle, in tow of the tug Williams, collided with the propeller Tremont last Wednesday, smashing her own headgear and breaking in the bulwarks of the propeller. High winds made the schooner unmanageable for her tow.

Freight rates are picking up. The rate on wheat to Buffalo is 2 3/4 to 3 cents per bushel; on iron ore to Ohio ports, \$1.10 per ton. The shipments of silver and copper ore are increasing every day. The Wallula unloaded coal at South Duluth and is loading 600 tons of silver ore valued at over \$100,000, besides 40,000 bushels of wheat. B.

EAST TAWAS.

Captain Booth, who superintends the interests of Mr. Morse, of Terry, N. Y., and who has been lumbering here extensively the past two seasons, arrived here with a ship carpenter and an engineer for the purpose of fitting out the Maud Fish, which was used for towing logs across Tawas Lake this past season, and will, when ready, take her to Buffalo, and perhaps to Albany, unless sold sooner. Mr. Morse will not have use for her next season, as he has concluded not to lumber here this winter.

The office of the storm signal observer is now located at the corner of Newman and State streets.

MILWAUKEE.

The wrecking tug Leviathan, with the wrecked propeller F. L. Hurd, arrived from Detour on the 8th, and the Hurd was docked. She is in bad shape and about 10,000 bushels of damaged corn remains in her hold.

The police are protecting the non-union crew of the schooner Ahira Cobb, of Cleveland, which arrived here.

About 50,000 bushels of grain are received at Milwaukee daily and there is some inquiry for vessels, but no great amount will be shipped until October.

Contractor Starke is preparing to commence work on the harbor of refuge extension. The work is not to be completed until late next year. The government advertised for bids for building 600 feet and Mr. Starke's bid, which was the lowest, was only \$63,000, so that about 800 feet can be built with the appropriation of \$35,000 made by Congress.

SAUGATUCK.

The schooner White Cloud is in ordinary in this port.

The new steambarge J. C. Suit cleared for Grand Haven for inspection, from whence she goes to Muskegon in the lumber trade between this port and Michigan City.

The steamer Douglas made the round trip between here and Chicago in a little less than eighteen hours, including time to unload her freight. The steamer A. B. Taylor, which carried 6,300 baskets on her last trip, made the round-trip in twenty-one hours, but had another port to make. There are two boats daily to Chicago and Grand Haven now, and one up the river, all in the fruit trade.

Captain Brittain talks of building another barge this winter.

FROM THE UPPER MISSISSIPPI.

Special Correspondence of the Marine Record.

St. Louis, Mo., September 8.

The season of 1884 is drawing rapidly to a close, in fact will close beyond a question nearly a month earlier than in 1883. Still, all things considered, the season has been prolific of good results, and the boats have all done an exceptionally good business. The maritime industry of this river may be divided into three classes, commencing with the short trade boats, which are packets for passenger travel, the through boats, also packets, and lastly the raft towing boats, which are by all odds the largest in point of numbers. The short trade boats consist of the Eagle Packet Co., who run a fine side-wheeler from St. Louis to Alton and Graton; the St. Louis & Keokuk packet, also a sidewheeler; the St. Louis & Clarksville boat, a stern wheeler; the Burlington & New Boston packet, a stern wheeler; the Brownsville & La Crosse and Alma packet, a stern wheeler; the Alma and Wabash packet, a stern wheeler; Read's Landing & Red Wing packet, a propeller; Prescott & Hastings packet, a propeller, and Stillwater and Taylor's Falls packet, a stern wheeler.

THROUGH BOATS.

The through lines are two in number, controlled by the St. Louis & St. Paul Packet Co. W. F. Davidson president, and Dimond Jo. line, over which Joseph (Dimond Jo.) Reynolds is manager. The former company operate both side and stern wheel boats, the latter all stern wheel the side wheel boats of the "Saints" line are built for speed and elegance as also are the massive stern wheel boats of the Dimond Jo. line.

RAFT TOWING.

As before stated the raft towing is by far the largest steam boat business here, and, so it is having, nearly one hundred boats engaged in it with half as many different owners.

This class of boats have been but poorly remunerated for their labor this season owing to the extreme low water, in fact it is the uncertain stage of the river that has sent many boats all ready to the bank and will close navigation early this fall.

PACKET TRADE.

The two lines of packets have not reaped a very rich harvest either though doing a heavy business for not only have they been forced to compete with the railroads, but have been rigidly opposing each other. However from Dubuque on the boats have defeated the roads and though they may have been poorly paid they were always well loaded.

NEW BOATS.

The boat building has been dull, in fact unless boats are destroyed this branch of industry must necessarily lag some time. Commodore Wm. F. Davidson of the "Saints" line has nearly completed an elegant new side wheel boat for the St. Paul trade, which beside a few small boats for towing and other purposes, constitutes the sum total of boats built during this season. J. H. H.

Chief Justice Waite once took passage, with several members of the legal profession, on a steamer plying between Baltimore and Savannah, and, during a slight gale when the waves were rolling, one of the legal lights became sick and went to the rail to feed the fishes. Justice Waite, seeing his friend in this agony, went to him and asked if he could be of any service. "Yes" replied the sick man, "you would do me a great favor if you would overrule this motion."

THE LARGEST VESSELS.

A correspondent signing himself G. B. writes to learn the name of the largest steamboat on the lakes, also the largest passenger steamer. The propeller Onoko is the largest propeller. Her carrying capacity is 100,000 bushels of wheat, or 2,930 tons of coal. She has repeatedly carried these cargoes this season. She measures 2,164 tons. The largest American passenger propeller plying on the lakes is the propeller Peerless, of the Lake Michigan and Lake Superior Line. Her measurement is 1,272 tons. The largest sidewheel passenger steamer is the City of Cleveland, 1,221 tons. The Canadian passenger propellers Athabasca and Alberta are larger than any of these vessels, as they measure 1,440 tons each. They are engaged on the route between Collingwood and Port Arthur, the largest port on the north shore of Lake Superior.

Subscribe for the MARINE RECORD.

SAILORS' SHEATH KNIVES.

"What do you use that knife for?" said a young man to a sailor who was seated on a narrow board hung by a rope over the side of a big ship, where he was more or less industriously applying paint. The knife was in the sheath on his right hip, where sailors usually carry knives.

"Mostly for histin' in scouse and such like. It's a handy tool for cuttin' a plug when I wants a bit of a smoke arter I gets through with the grub, and it comes werry convenient for scrapin' down topmasts or cuttin' the lashins when we rattles down."

Here the man drew the blade from its sheath with one hand, while he shoved the handle of his paint brush into his belt and pulled a big black plug of tobacco from his trousers pocket with the other. Then he shaved off slips of tobacco, replaced the knife and the plug, rolled the clippings between his palms a bit, and then poked them from his left palm into his short wooden pipe, using his right forefinger. He dexterously lighted a match on his trousers' leg and started the smoke from his pipe in spite of the fresh breeze.

"What is 'rattles down'?" was asked.

"It's when we takes them old rattlins off them shrouds there and seizes on new ones. Riggers does it mostly these times. Riggers is about all the sailors there is left."

"What did your knife and the belt cost you?"

"That hain't a werry perlitte question, young man, but seeln' as how you didn't mean no harm by it, I don't mind tellin' ye that I paid twenty cents up there by the big bridge. The sheath cost ten cents more, and the belt, which it's a werry good one and extra long so's to circumnavigate a werry well developed stomach, come to a matter of twenty-five cents more, and that made fifty-five cents for the outfit; and a werry good one it is."

"Some of them cost more, don't they?"

"Yes, if you've plenty of money about ye and yer load o' rum aren't well stowed you might have to pay more. Some knives is worth more, but I wouldn't give more'n seventy-five cents for the best one I ever see."

"It's against the law to carry sheath knives, isn't it?"

"That's what I heard them say, but I don't believe it, 'cause I never heard of nobody gettin' a-reated for carryin' on 'em. Some o' the captains don't like 'em and has us break the p'int's off. In the navy the men carry big clasp knives swung to the end of pretty little white lanyards, what they splices round their necks. Them fellers is reg'lar dudes. You might a seen some on 'em down the Bowery."

"Do sailors carry other kinds of knives?"

"Some of 'em does, sartin. I was shipmate with one last voyage as carried a knife made of a deer's hoof, and a blade as would let your innards out suddint like. Some sailors are sports, and carries diddy boxes chock full o' such finery."

The sailor blew a cloud of smoke from his pipe, knocked the tobacco into his hand, put out the fire, replaced the tobacco in the pipe, and then, having put away the pipe, began to paint very industriously.

Under a sign in Water street, which read "Sailors' Outfitter," a man with a Roman nose and foreign accent, said:

"The knife is usually made of a blade of cast steel, from eight to nine inches long and one inch wide. One end is ground to a round point, while two slips of wood, about three and a half or four inches long, are riveted to the other for a handle. It would be called a small butcher knife among shore people. Prices range from twenty cents to one dollar, according to the quality. The best is of stout leather, an inch or an inch and a half wide. The sheath is simply a thick leather bag, just large enough to admit the blade and hold it snugly so it will not drop out easily. A strong leather loop holds the sheath to the belt. Belt and sheath cost from thirty to fifty cents. Sailors often use the knives as weapons, and for that reason the law prohibiting them was passed; but it has become a dead letter because the clasp knife, such as is used in the navy, is not convenient to eat with, nor for any other purpose. Beside, they cost from seventy-five cents to one dollar and twenty-five cents, and have to be carried on the end of a lanyard. I have known an occasional instance where a captain has been fined for allowing his crew to carry sheath knives."—N. Y. Sun.

The steambarge St. Joseph has gone into service again, after several days' delay, occasioned by the breaking of her crank pin last week, when off Waukegon. The repairs to her machinery were made at Featherstone's Machine and Engine Works, North Halstead street bridge.

A weather vane representing a locomotive has been placed on the tower of the Northwestern Railroad depot at Wells street bridge. It is not so large as the former one, which was blown down a few weeks ago, but it is greatly appreciated.

V. D. NICKERSON,
MARINE ARTIST,
Rear of Central Tug Office, Main
St. Bridge, Cleveland, O.



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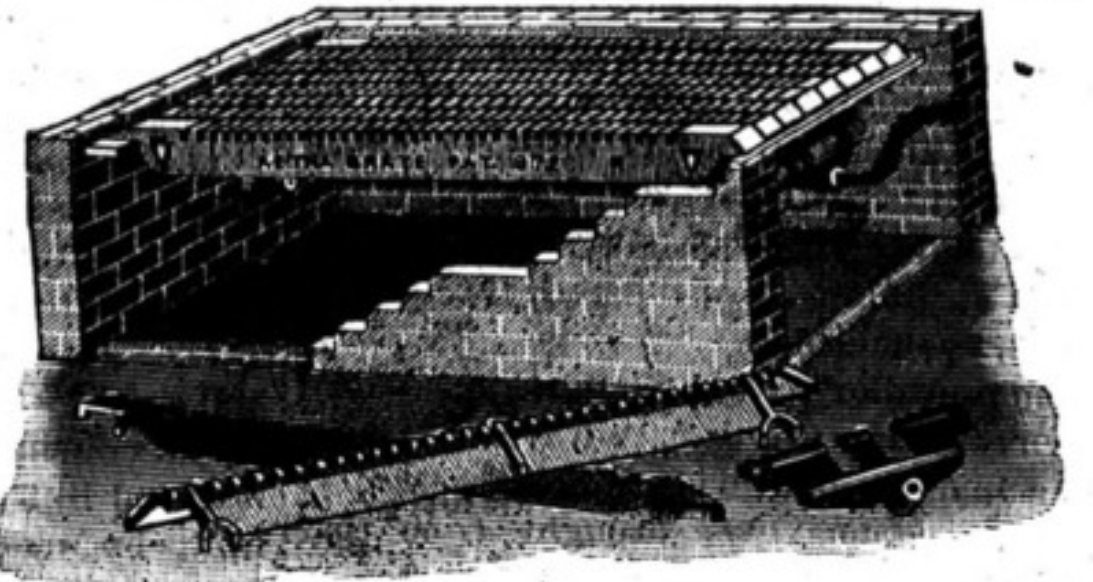
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Quarter Interest in the large Tug Samson.

One of the most powerful tugs on the lakes. She was built at St. Catharines by Shickluna, rebuilt in 1881 and measures 181 (new) tonnage. She is straight A2, with insurance valuation of \$16,000, and can be insured for \$19,000. Will sell quarter for \$3,400; part cash, balance on easy terms. Address MARINE RECORD.

For Sale or Exchange, Tug Annie Robertson.

Her length over all is 51 feet, breadth 13 feet and depth of hold 6 feet; draws 5 1/2 feet of water; measures 9 24-100 (new) tons, and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8 1/2 feet long and 4 8-12 in diameter and allowed 94 pounds of steam. Warranted in No. 1 condition and subject to inspection. Price, \$3,300 cash. Inquire at MARINE RECORD OFFICE.

FOR SALE

STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold, 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, \$15,300. Address MARINE RECORD OFFICE, No. 144 Superior street, Cleveland, O.

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price \$4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

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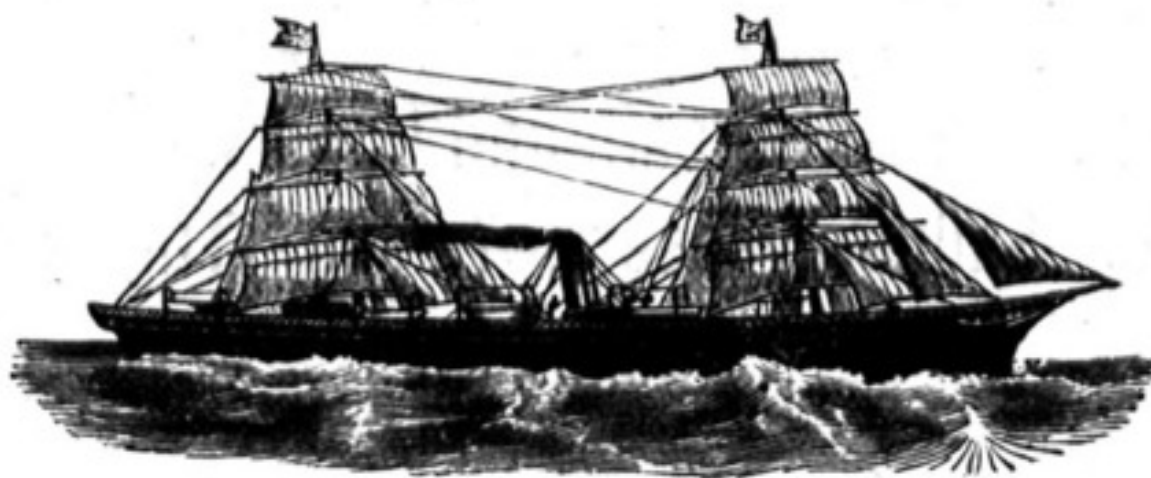
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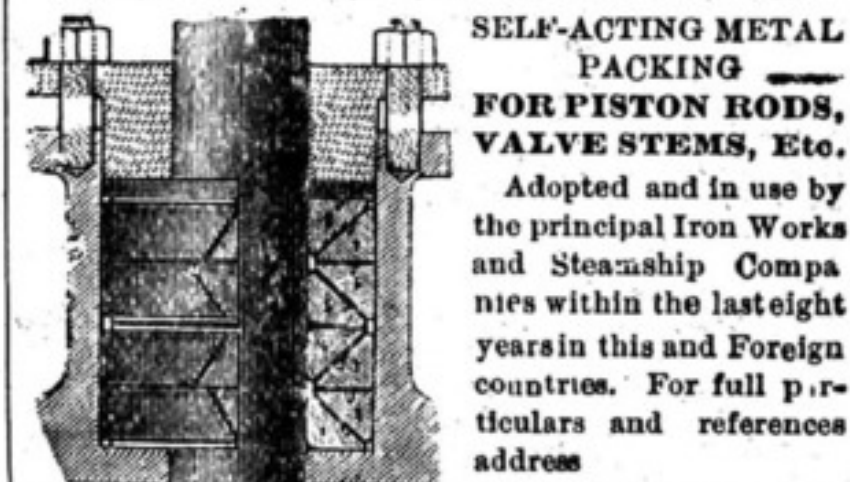
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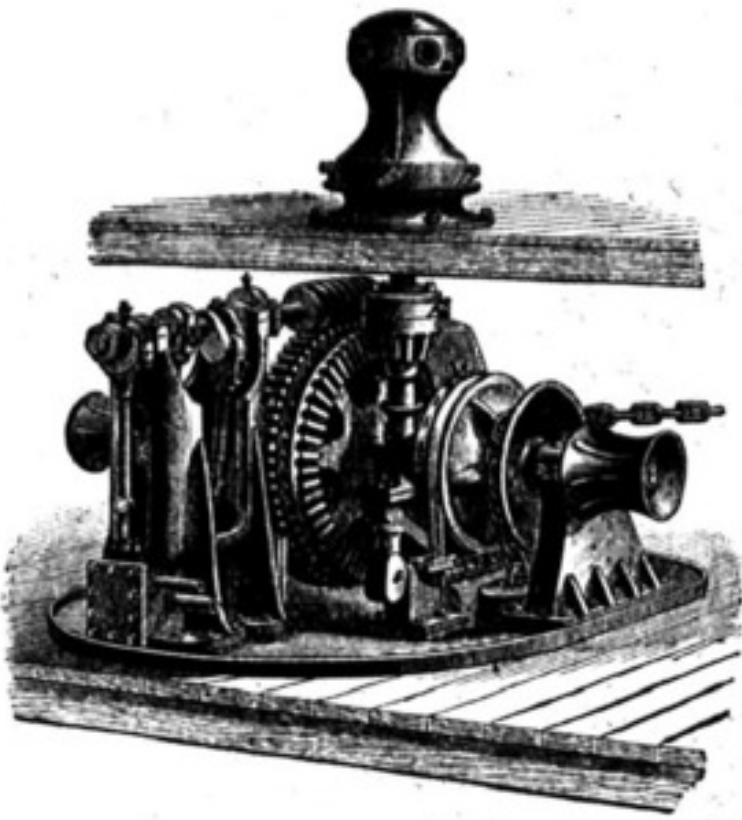
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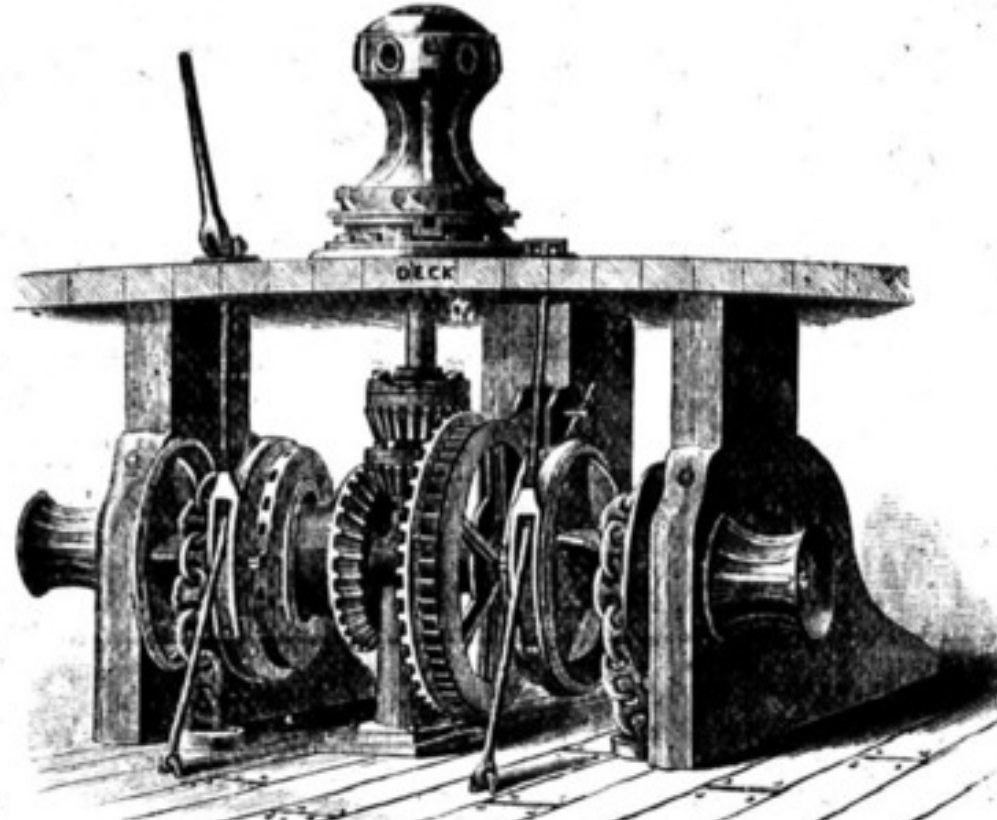
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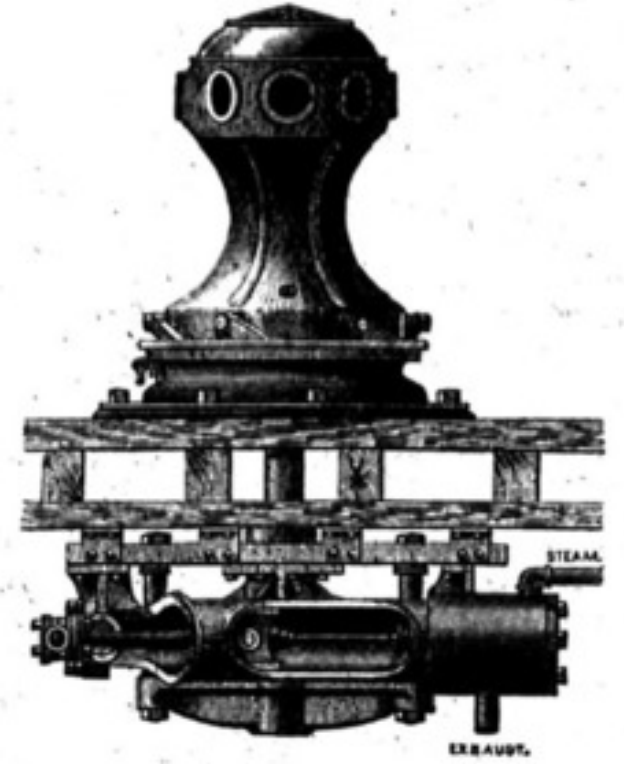
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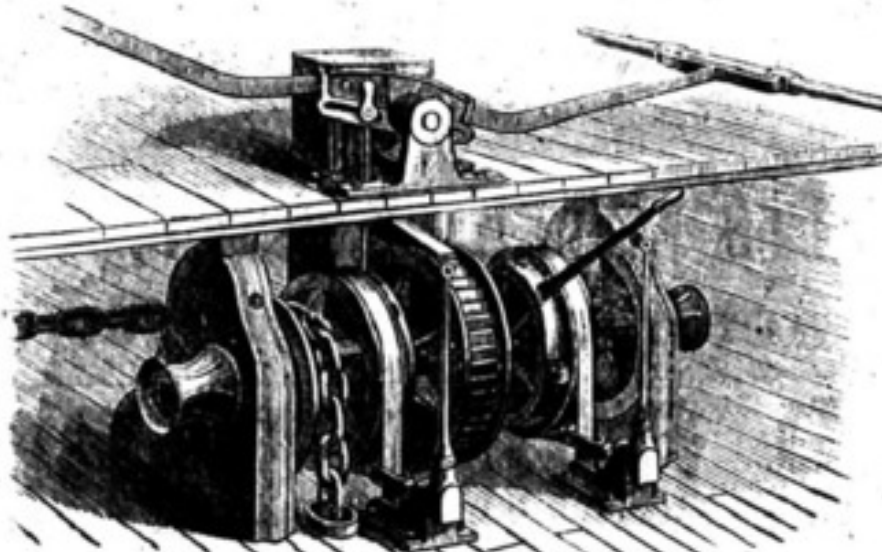
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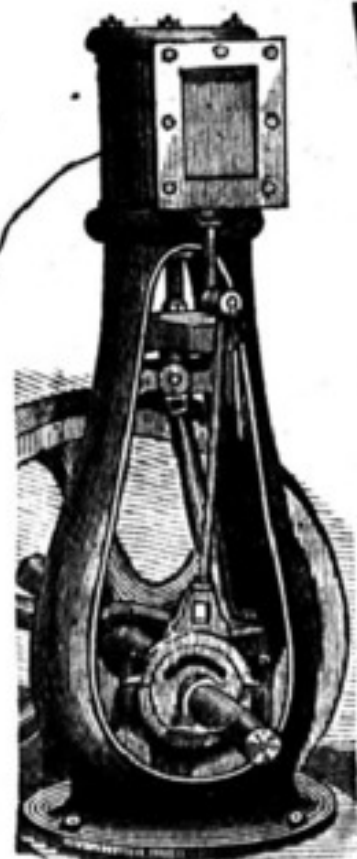
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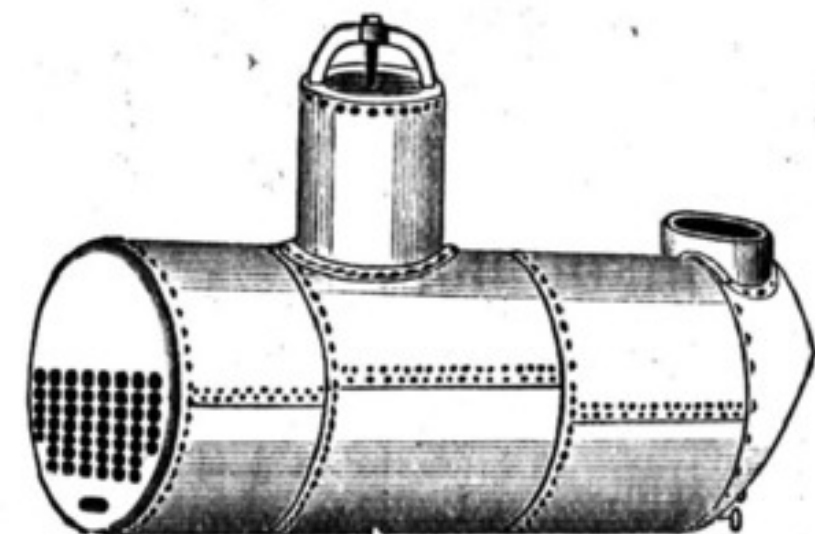
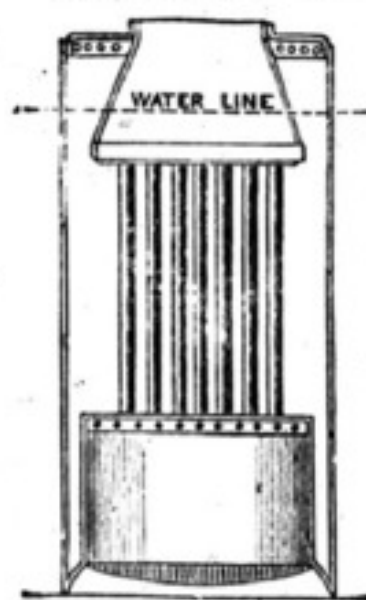


MARINE ENGINE

BOILERS.

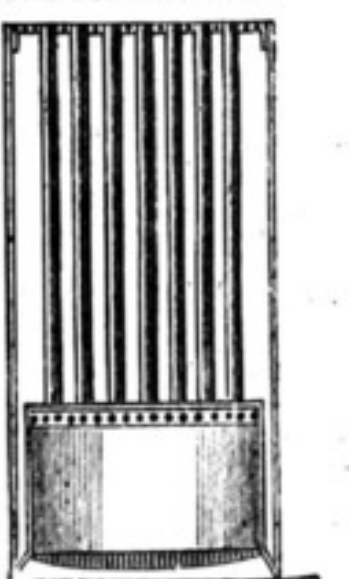
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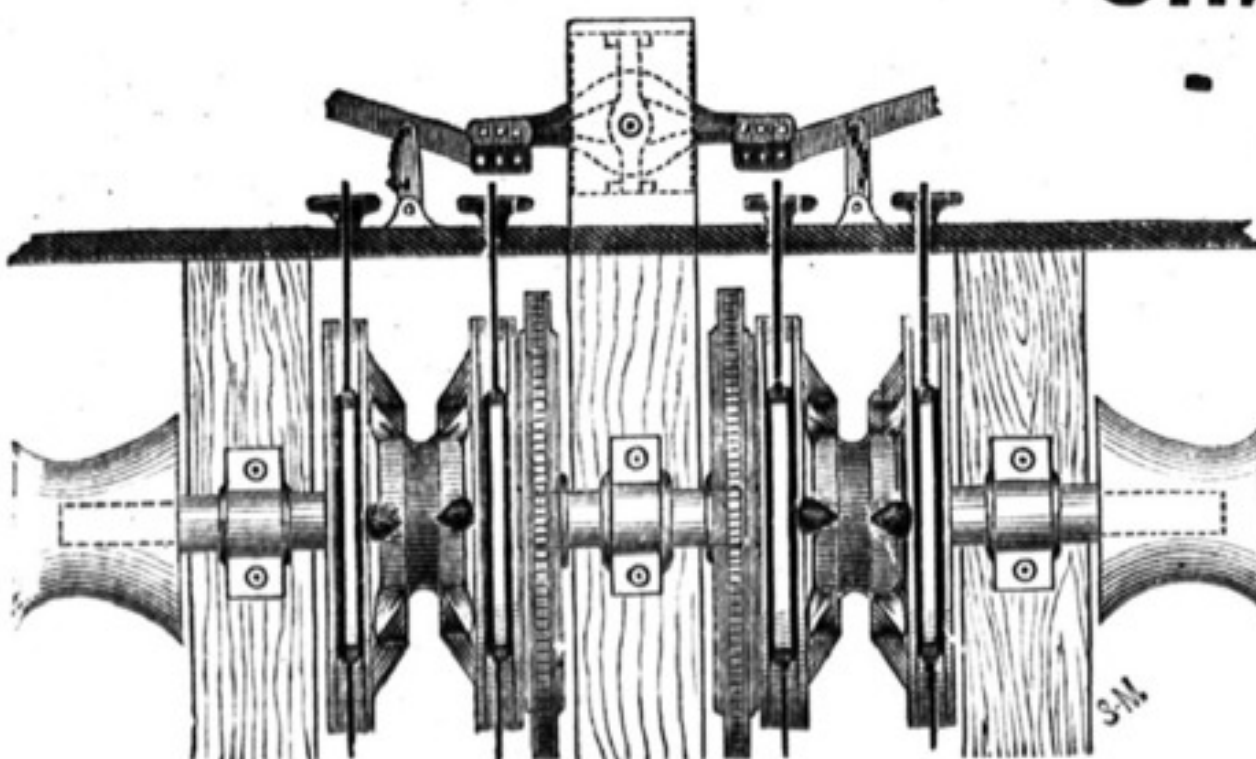


TUBULAR BOILER.

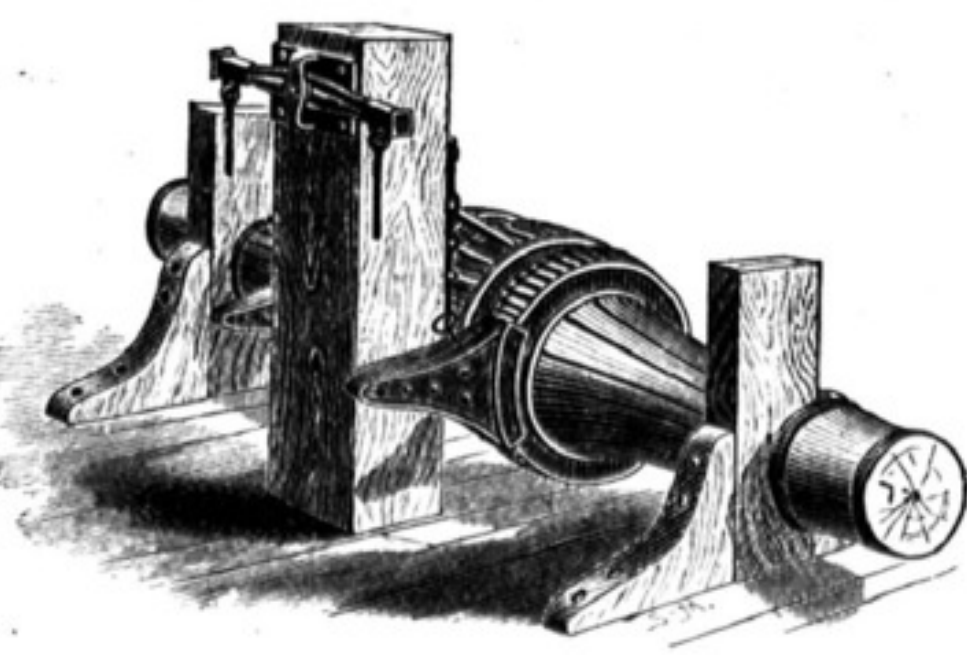
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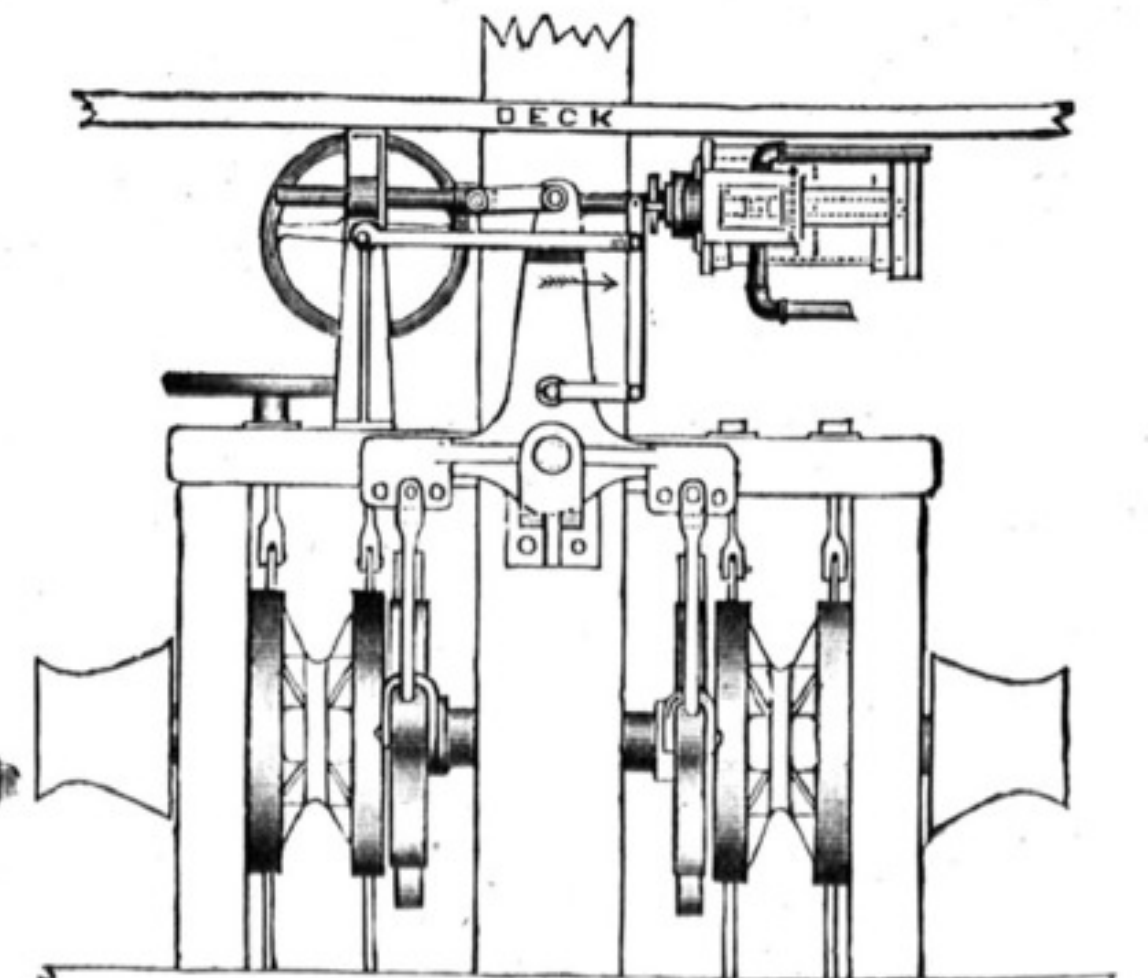
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